

**Office of Naval Research (ONR), Arctic and Global Prediction Program
Department Research Initiative (DRI),
*Sea State and Boundary Layer Physics of the Emerging Arctic Ocean***

FY 2015 Annual Report

**Quantifying the Role of Atmospheric Forcing in Ice Edge Retreat and
Advance Including Wind-Wave Coupling**

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LONG-TERM GOALS

1. Representing surface fluxes and ocean waves in coupled models in the Beaufort and Chukchi Seas.
2. Understand the physics of heat and mass transfer from the ocean to the atmosphere.
3. Improve forecasting of waves on the open ocean and in the marginal ice zone.

OBJECTIVES

1. Quantifying the open-ocean fluxes of momentum, sensible and latent heat, shortwave radiation, and longwave radiation in the Chukchi and Beaufort Seas.
2. Quantifying atmospheric and oceanic characteristics strongly linked to these fluxes, such as ocean wave characteristics and surface-layer temperature, atmospheric kinetic and thermodynamic profiles, atmospheric cloudiness and basic meteorological parameters.
3. Improving and verifying model parameterizations of turbulent momentum and heat fluxes plus radiative fluxes in the Beaufort and Chukchi Seas
4. Quantifying temporal and spatial variability in surface forcing
5. Providing “ground truth”

APPROACH

Our approach will be to perform the following measurements during a cruise in the fall of 2015.

Table 1. Shipboard Measurements

<i>Category – Parameters Measured</i> Sensors
<i>Surface Meteorology</i> – Wind Vector, Air Temperature, Air Humidity, Air Pressure, Precipitation Propeller Anemometer, Aspirated and Shielded Thermistor/Humidity probes, Barometer, Tipping Bucket and Tympani Rain Sensor
<i>Eddy Correlation Fluxes and Spectra</i> – Wind Stress, Sensible + Latent (Moisture) Heat Flux, CO ₂ Flux Sonic Anemometer, Thermistor, LICOR (Humidity, CO₂)
<i>Sky Radiation</i> – Downwelling and Upwelling Solar and Longwave Radiation, Sky Temperature f(band) Pyranometer, pyrgeometer, narrow band IR radiometer, microwave radiometer,
<i>Surface Temperature</i> – Ocean surface temperature, ice surface temperature IR Narrow Band Radiometer, Dragged Thermistor, Ship intake, Manual Bucket
<i>Tropospheric Profiles, 4/day</i> – Pressure, Temperature, Humidity, Wind Vector Rawinsonde (Weather Balloon)
<i>Low-Level Profiles</i> , Pressure, Temperature, Humidity Rawinsonde (Kite, Tethered Balloon, Unmanned Aerial vehicle)
<i>Wave Characteristics</i> , Wind wave and swell heights lengths, periods and surface wave 2-D spectra Multibeam laser altimeters, fast pressure sensors
<i>Cloud characteristics</i> – cloud cover, cloud base height, water phase Ceilometer, W-band cloud radar
<i>Continuous wind vector profiles</i> - low level wind field 449 MHz wind profiler
<i>Observations</i> , Upwind ice types and concentration, cloud type and coverage, sea state, visibility, weather Human eye, visible and IR photography, range finders

WORK COMPLETED

The work in FY 2015 was primarily devoted to preparing for the cruise which is occurring Sept 30 – Nov 10, 2015. The PIs purchased a variety of meteorological sensing equipment and associated hardware. These items and other equipment already on hand were tested and prepared for use in the severe Arctic environment. We also developed associated data collection and processing software. PIs Guest and Persson, and Byron Blomquist will participate in the cruise to support this effort. In addition to helping with the meteorological measurements, Persson will prepare and provide weather forecasting to support the cruise. The PIs made arrangements with the National Weather Service to upload the upper air radiosonde data into the Global Telecommunication System (GTS) for inclusion in weather and sea ice forecast models. A major effort was development and construction of a bow tower that will be used as a platform for the turbulence and other low level continuous meteorological and sea surface measurements. This was a complex engineering task and required members of our team to travel to Nome several days before the cruise to ready the bow tower or ship installation. (Fig. 1)

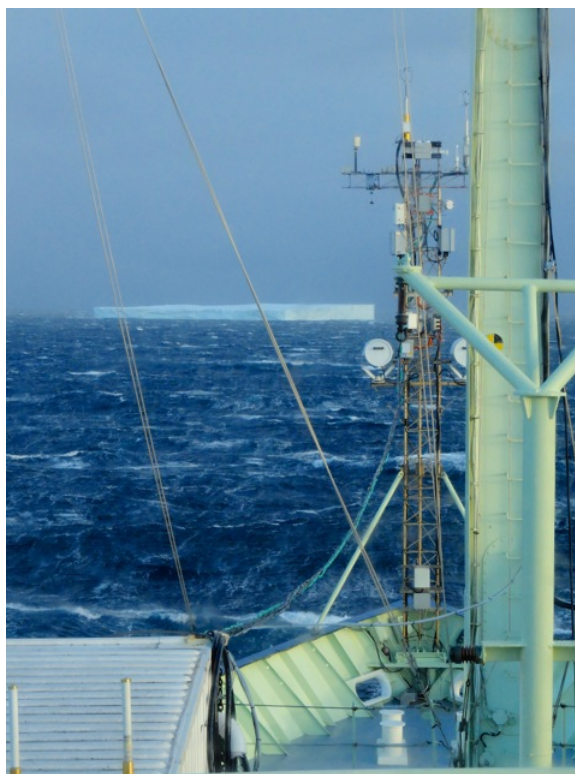


Figure 1. View of the PSD flux mast aboard R/V Knorr in the Davis Strait during the HiWinGS cruise.

Guest performed several flights of the InstantEye unmanned aerial vehicle (UAV) system that will be used during the cruise. (Fig. 2) The UAV was flown alongside a calibrated meteorological tower to quantify the accuracy of the temperature and humidity measurements. We have gotten the official Navy approval (IFC) required for Navy personnel (Guest) to fly UAVs; this also meets FAA requirements for approval of Arctic flights.

The PIs attended all the planning meetings with other investigators and interacted amongst themselves throughout the year. The PIs contributed to the preparation of the Sea State DRI Cruise plan. Guest organized and hosted a planning meeting in Monterey CA in December, 2014.



Figure 2. *The InstantEye UAV with radiosonde attached*

We recruited a Master's degree student/officer, LT David Price, at the Naval Postgraduate School to perform thesis research based on data collected during the cruise (at no cost to ONR).

RESULTS

We have no scientific results directly from this project to report since the key cruise is underway at the time of this report. However, three cruises which occurred in 2014 (all of them overlapping into FY 2015) provided valuable data and allowed us to test our observing technologies and methods in the harsh Arctic environment. The HiWinGS and ARCOSE14 cruises described below clearly showed deficiencies in conventional (unheated) T/RH systems and in the Gill (unheated) sonic anemmoeters we normally use. Heated sensors will be used for the Sea State deployment.

IMPACT/APPLICATIONS

The main impact in FY2015 was the planning and preparation of a comprehensive meteorological, surface and surface flux measurement program. We believe this represents the most sophisticated and ambitious surface flux measurement program that has ever been attempted from a ship. For example the "pressure transport term" measurement for vertical momentum transport, in conjunction with a laser altimeter for wave height measurements, has never been successfully performed from a ship. Since this project was started we have made progress refining our methods for performing measurements in harsh polar conditions which will impact the success of the 2015 Sea State DRI cruise. The use of miniature quad-rotor UAVs for ship platform atmospheric measurements is also cutting edge, having rarely been attempted before, and never in the Arctic Ocean from a ship, to our knowledge.

RELATED PROJECTS

We have participated in and contributed to the following cruises in polar regions which complimented and contributed to our the Sea State DRI planning and objectives.

HiWinGS (High Wind GaS exchange study in the Labrador Sea, R/V Knorr). This cruise was done in two legs 05 Sep – 04 Oct, Davis Strait and 10 Oct – 15 Nov, 2014, Labrador Sea. PSD made air-sea flux and wave measurements. Other investigators made ocean turbulence and wave breaking observations.

ARCOSE14 (Arctic Crossing 2014, R/V Mirai). This cruise is conducted in the Bering and Chukcki Seas 1 Sep (Dutch Harbor) – 10 Oct 2014 (Japan). PSD is making air-sea flux measurements. There are a variety of observations by other groups from JAMSTEC.

ACSE (2014 Swedish Arctic Clouds in Summer Experiment, R/V Oden). This is a lengthy cruise on R/V Oden in the Arctic summer melt and freeze up seasons (03 Jul – 18 Aug and 20 Aug – 2 Oct 2014). PSD is making boundary layer and cloud observations. There are a variety of observations by other groups

Here are some details on the recent ACSE cruise.

During 2014, activities surrounding the Arctic Clouds in Summer Experiment (ACSE) had relevance to the Sea State project in several ways. ACSE was a 12-week "piggyback" atmospheric research program from July 5-Oct 4, 2014, on a cruise of the Swedish research ship Oden, whose primary scientific objectives were geologic and deep ocean in nature. The ACSE cruise spent approximately equal amounts of time in the open water of the Arctic Ocean and within the Arctic pack ice, with significant amounts of time spent in and crossing the marginal ice zone (MIZ). The first ACSE activity relevant to Sea State was an attempt by Sea State participants to acquire real-time SAR images during the Oden cruise to learn how to optimize the data acquisition and to communicate the time and place where the images are needed. The second aspect is that freeze-up conditions encountered and measurements made during ACSE can be used as a model for planning the Sea State field program. Thirdly, many measurements of the atmospheric boundary-layer, ocean and ice surface conditions, and upper ocean made during ACSE are similar to what will be attempted for Sea State, so their importance for Sea State can be evaluated. The meteorological instruments deployed during ACSE and meteorological data used are listed in Table 2.

Table 2: Meteorological instrumentation deployed during ACSE on the Oden by the three main participants (Meteorological Institute at Stockholm University-MISU; University of Leeds, and CIRES/NOAA). Key ancillary weather and ocean data provided by other institutions are also listed.

<u>Instrument</u>	<u>Organization</u>	<u>Measurement</u>
Stabilized W-band radar	CIRES/NOAA	Cloud properties
449 MHz wind profiler	CIRES/NOAA	hourly profiles of wind speed,/direction
Sea snake	CIRES/NOAA	sea-surface temperature
35-channel Radiometrics radiometer	CIRES/NOAA	PWV, LWP, profiles of T, q
Ceilometer	CIRES/NOAA, MISU, Ship	cloud base
Flux tower with trims, motion sensor	Leeds, MISU	turbulent fluxes (H_s , H_l , \overline{Q} , CO ₂)
CLASP	Leeds	aerosol size distribution
Stabilized, scanning Doppler Lidar	Leeds	winds, cloud phase, turbulence
HATPRO, scanning, 12 ch radiometer	Leeds	PWV, LWP, profiles of T, q
Rawinsondes - 4x daily	MISU	profiles of T, RH, p & winds
IRT, up & down	MISU	surface and sky temperature
Broadband radiation	MISU	radiative fluxes
Weather station	MISU	basic weather parameters, visibility
Webcams (3)	Leeds	local ice fraction, sea state
Waverider wave buoy	Leeds	directional wave-height spectra
Images of ship marine X-band radar	Leeds, CIRES/NOAA	local fetch, l precip structure, sea state
Satellite (MODIS)	NOAA, NASA	large-scale weather, ice conditions
Satellite (SAR)	U Victoria, Bedford Inst. Ocean.	ice concentrations
Ship data	Swedish Polar Inst.	basic met, near-surface water T, salinity
CTD/XBT casts	GU, SU/ Phys. Ocean.	ocean temperature/salinity profiles
Surface forecasts	ECMWF, NOAA	0-84 h sfc winds, slp, precip

SAR images are typically needed to a) show the spatial ice distribution and ice-relative location of the point data being acquired; b) provide spatial distribution of derived parameters, such as wave state and winds, that can be related to the point measurements of these parameters, and c) for real-time use in navigation and short-term planning during the field program. The ACSE experience shows that the process of requesting and acquiring appropriate images is not trivial. First of all, SAR images are needed to document the evolution of the ice, wave, and wind conditions, and different image types are needed for these, while only one type can be requested for each overpass. Hence, obtaining data/images from multiple satellites, such as both TerraSAR-X and Radarsat 2, is essential to obtain sufficient data for the various uses of these images in the post-analysis. Secondly, anticipating where the in-situ measurements will be made in order to place the SAR images over these sites depends strongly on the lead time required for the SAR requests and the other science priorities of the ship. For ACSE, the science priorities were not linked to the SAR images or the atmosphere/ocean/ice surface conditions, and hence the precise location of the ship at any time was dependent on what geologic or deep ocean features were being found just prior, with the atmospheric participants having no say in the movement of the ship. Combining this uncertainty with the 3-day lead time requirement for SAR requests made it practically impossible to locate the ship within the fine-scale stripmap or 4P images, which have footprints of a few tens of kilometers. This was only successfully done once. This difficulty will be better for Sea State, however, as a higher request priority is planned with only a one-day lead time, and some attempt will presumably be made to place the ship within a SAR image if that is needed. Nevertheless, very good communication between the ship and the people doing the SAR requests is needed. If the SAR images are to be used for navigation or science decision making on board the ship, the speed with which the acquired images are provided to the requestors and the means by which the images can be transferred to the ship are both a concern. During ACSE, the images were

frequently not available to the ship until 3 days later, or so, generally too late for either navigation or science decisions. This problem was exacerbated during weekends.

Furthermore, an additional complication in making the SAR requests is encountered if a prediction of wind conditions (e.g., on-ice/off-ice, strength) is a factor in the type and/or location of the SAR image. If this is a need, as it seemed to be as expressed in the June meeting, it is crucial that an experienced forecaster spends significant amounts of time talking with the scientists on the ship, the ship's crew, and the people doing the SAR requests. It is uncertain whether it is better to have this person on board the ship where the communication with the key people is easier and the current conditions are better known, or whether it is better to have him/her on land where the satellite and forecasting data is better. I found it perhaps a little bit easier being on board because of the better communication with the scientists and crew, but some basic forecasting products (e.g., onboard satellite receiver, tailored ECMWF and GFS forecast maps, direct verification) were essential as was my experience interpreting the recent observations and the forecast maps and satellite images.

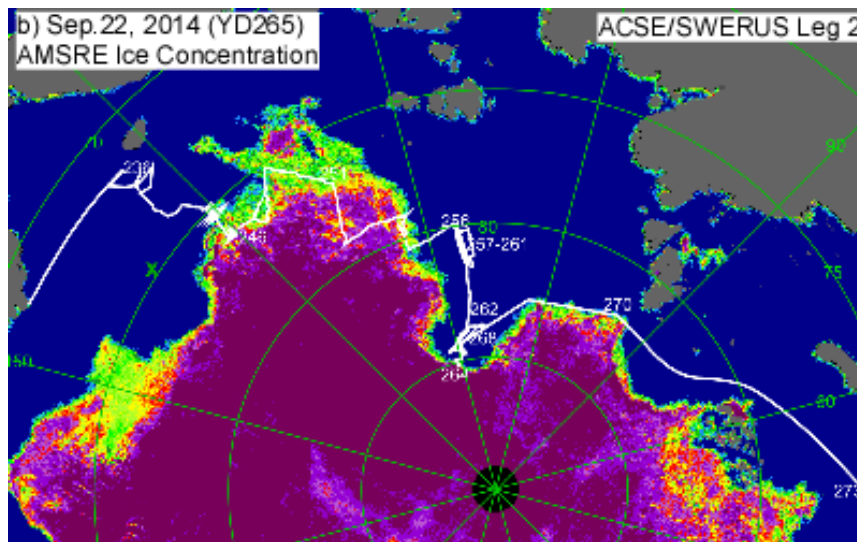


Figure 3: Track of the R/V Oden during Leg 2 of the ACSE cruise (white line) and the approximate location of the Mirai (green X) during its September deployment. Day of the year is indicated at intervals along the Oden track. The background map is the AMSRE ice concentration on Sep. 22, with purple indicating close to 100% concentration. Track positions after Sep. 24 are estimated

During ACSE, two periods of freeze-up were encountered. One was fairly early during Leg 2 of the cruise, occurring the last few days of August into the first few days of September (YD239-YD245) during a time that the Oden was within the pack-ice environs (Fig. 3). This pack-ice region had an ice concentration of about 30-50%, with extensive open water regions within the ice. During this time, strong northerly winds accompanied by temperatures of -4 C, thick clouds, and cold atmospheric temperatures at cloud level all likely contributed to reduce the net surface energy flux, depleting the upper ocean of its excess energy. Towards the end of this period during Sep 1 and 2, grease ice was seen to form on the open water areas as the sea water temperature reached its freezing point as determined by the salinity. The ice regions already showed indications that surface melt had ended, with surface temperatures below freezing and frequently near -4 C. Furthermore, melt ponds on the floes had frozen over and snow covered the floes and many meltponds, increasing the albedo and certainly contributing significantly to a likely near-zero or negative surface energy flux. This

observation is in agreement with previous SHEBA and ASCOS studies (e.g., Persson 2012; Sedlar et al 2011) showing that surface melt ends on multi-year sea ice during the latter half of August. Analysis of the extensive atmospheric boundary-layer, surface energy fluxes, and upper-ocean measurements will be done to quantify the roles of the various processes in apparently at least temporarily producing freeze-up conditions over large open-water areas within the sea ice. Both SAR data and waverider buoy data were also acquired during this time and will be used in the analysis.

The second period of freeze-up conditions encountered were towards the end of the ACSE cruise from Sep. 19-25 near 85N, 150 E, at the northern end of a "bay" that had melted far northwards during the summer (Fig. 3). The Oden made several transits through the forming first-year ice, including grease ice, frazil, and pancake ice, and into the multi-year ice. During the days in that area, wind conditions encountered had a wide range between 5-15 m/s for both on-ice and off-ice airflow. Wind waves were clearly rapidly damped by even grease ice, producing a surreal ocean surface with only long wavelengths, while swell continued to propagate through the newly formed ice until the pancake ice became consolidated near the edge of the multi-year ice (Fig. 4). The full suite of atmospheric and surface energy flux measurements, including extra radiosoundings, were obtained, as were some wave buoy measurements both within the pancake ice and in the upwind and downwind open water. Continuous upper-ocean temperature and salinity measurements were made, in addition to occasional CTDs done by the oceanographers (for deep ocean purposes). During the off-ice winds during the last few days in this area, extensive areas of the open water "bay" froze over with grease ice and pancake ice. Measurements are continuing in this area as this is being written on Sep. 24. Analysis of data from this time period and the evolution of the conditions is clearly very relevant to Sea State.



Figure 4: Consolidated pancake ice in moderate on-ice flow conditions at about 85.1N, 151 E on Sep. 20, looking towards open water to the south.

Instrumentation lessons learned from ACSE relevant to SeaState is that very good measurements of the atmospheric energy fluxes and the upper ocean temperature and salinity conditions are crucial to understanding the freeze-up process. Obtaining good energy flux measurements on board a ship is often difficult and involves compromises, so calibrations and redundancy should be emphasized. Buoy measurements of waves in forming sea ice is possible, but the buoys must be left unattended and the ship needs to be careful to not disturb the ice conditions for the buoy. Collecting and repositioning buoys under the conditions likely to be encountered and desired (high winds, snow, darkness, fog, significant swell) will take time, and may on frequent occasions not be possible. Losing buoys should be anticipated with spare ones. Other activities requiring being on deck may also at times be limited. The freeze-up and wave conditions are strongly driven by atmospheric synoptic evolution, and hence good forecasting is essential, as is preparation for the science to be done under a variety of conditions (off-ice flow, on-ice flow, weak or strong winds, large or small negative heat budget). Also, the "coastline" of the ice edge is dynamic with an apparent time scale of a day or two, and hence needs to be monitored carefully with imagery such as SAR. Waves, temperature, and surface energy fluxes probably vary significantly due to these local coastline variations. It isn't likely that an idealized straight ice edge will be found. Furthermore, while AMSRE images are useful for defining the ice on a large scale, it isn't clear whether there is a capability for these images to discriminate between multi-year ice and the nearby developing first-year ice.

Turbulent surface flux measurements were also performed by NOAA/CIRES Sea State participants on board the R/V Mirai during most of the month of September 2014 at 74.75N, 168W in open water of the Arctic Ocean. These fluxes will be part of an energy budget calculation describing the changes in the upper ocean heat content during this month as sea ice begins to form (Inoue-- personal communication). SSTs have decreased from 1.0 C to -0.5 C during the period, with the net surface energy budget becoming negative around Sep.15. Ocean turbulence measurements indicate an impact of winds on ocean mixing. As for ACSE, synoptic conditions determine the surface energy fluxes, and these synoptic conditions are well documented with 8 soundings per day.

Results of Initial Analysis of ACSE Cruise

Hourly values of the surface energy budgets from both the Mirai and ACSE cruises have been calculated from the measurements. Analysis of the ACSE and Mirai data have led to three hypotheses relevant to Sea State.

1) Because of the rapid decline in net solar radiation, the sign of the daily mean energy flux from the atmosphere to the ocean changes from positive to negative on Sep 15. This was observed independently with both the CASE and Mirai data sets in the Laptev Sea and the Chukchi Sea, respectively.

2) The total atmospheric energy flux seems to control the gain of ocean heat content from the time ice disappears to the end of the summer heating season. Two CTDs were done at approximately the same location in the Laptev Sea but 52 days apart in time, the first being on July 25 just after the area became open water and the second on Sep 16 just at the end of the melt season and when the daily net energy flux became negative. The heating that took place during the intervening time (Fig. 5a) required a mean energy flux of 94.3 W m^{-2} during those 52 days. The measured mean net energy flux along the ship track during those 52 days was $90\text{-}100 \text{ W m}^{-2}$. While the net solar energy flux was clearly the most important term, all terms contributed to this value. With the assumption that this measured energy flux represents the energy flux received by the water in the Laptev Sea and that

advective currents did not contribute significantly, the observed energy gain by the ocean is accounted for by the atmospheric energy fluxes.

3) *The total atmospheric energy flux controls the loss of ocean heat content during the autumn freeze-up in late September and October. It and the accumulated summer heat determines the time it takes for ocean freeze-up.* After mid-September, all non-solar terms became negative and generally dominated the weak solar term. Day-to-day variations in measured net energy flux were determined by synoptic conditions, and averaged -45 W m^{-2} and ranged from -130 W m^{-2} to 0 W m^{-2} from Sep 15 to Sep 27. The large energy losses occurred at times when airflow was off-ice. The AMSR2 daily ice concentration maps show that the Laptev Sea CTD site froze over on Oct 22, at which time the site presumably had the same temperature profile observed in forming first-year ice near the ice edge (CTD C6). The average cooling rate from Sep 15 (CTD 3) to Oct 22 (CTD 6) then had to be -84 W m^{-2} to remove the freezing-point excess heat in the top 20 m, as represented in Fig 5b. This value is very reasonable considering the values already observed and the continued decreasing solar radiation.

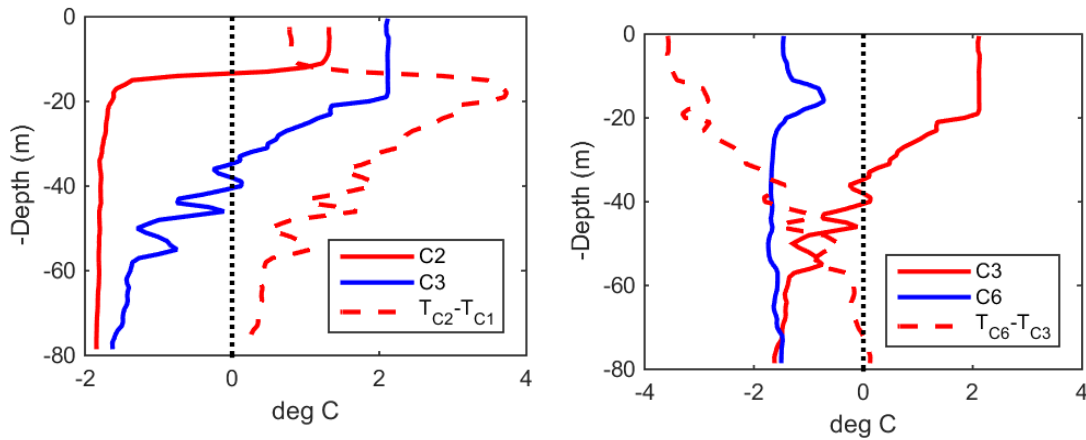


Figure 5 1: a) Temperature profiles for CTD C2 (July 25, red solid, in open water near the ice edge) and CTD C3 (Sep 16 in open water, blue solid), both near (79 N, 138 E) and their difference (red dashed); b) Temperature profiles for CTD C3 (Sep 16, red solid) and CTD C6 (blue solid, Sep 24 near the ice edge in new pancake ice near 85 N, 150 E) and their difference (red dashed)

This is a thermodynamic explanation of the summer upper-ocean heat gain after ice melt and the freeze-up process. The role of waves in the freeze-up processes is unclear from these data sets.

These preliminary results have been presented at several conference venues:

Dr. Persson was involved in a NOAA ESPC project to understand the necessary physics to develop a coupled air-ice-ocean model for sea ice forecasting during FY2015. The project was led by J. Intrieri of NOAA/ESRL/PSD and Amy Solomon from the University of Colorado/CIRES. A quasi-operational model, called RASM-ESRL, was developed by July 1, 2015 and run in a test mode during the rest of the fiscal year. Output from this model is being sent to O. Persson during the Sea State field project on board the Sikuliaq to use as a guide in daily forecasts for experiment operations. Data from Sea State will be used for validation and improvements of the coupled model.

PUBLICATIONS

- Persson, O.,** P. Achtert, G. Bjork, B. Brooks, I. Brooks, J. Prytherch, D. Salisbury, J. Sedlar, M. Shupe, G. Sotiropolou, M. Tjernstrom, and P. Johnston, 2015: Atmosphere-ice-ocean interactions during summer melt and early autumn freeze-up: Observations from the ACSE field program. Session 208, 13th AMS Conference on Polar Meteorology and Oceanography, May 31-June 4.
- Persson, O.,** M. D. Shupe, M. Tjernström, J. Sedlar, I. M. Brooks, B. J. Brooks, G. Björk, J. Prytherch, D. J. Salisbury, P. Achtert, G. Sotiropoulou, P. Johnston, and D. Wolfe, 2015: Atmosphere-ice-ocean interactions during summer melt and early autumn freeze-up: Observations from the ACSE field program. Presentation 129, High-Latitude Dynamics Workshop, 23-27 March, Rosendal, Norway.